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Hongkong, 18th January, 1889.

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22, QUEEN'S ROAD CENTRAL,
Hongkong, 17th January, 1889.

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Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

The Hongkong Telegraph
HONGKONG, TUESDAY, JANUARY 22, 1889.

There is no public man in this colony capable of approaching Mr. Jno. J. FRANCIS, Q.C. within measurable distance. In the difficult art of making lengthy speeches which either mean nothing or something very different from the ordinary signification of the terms used. And it may be doubted whether the learned gentleman has ever excelled his most recent effort in this direction—we refer to his speech at the meeting of the shareholders of the Steam Launch Company, Limited, held on Thursday last. To begin with, it is certainly unique, if not altogether unheard of, to find a barrister-at-law, and a Queen's Counsel to boot, who is actively practising his profession, posing in the rôle of Chairman of a joint stock company and a "boss" of a trading enterprise; but in this as in other matters Mr. FRANCIS has cut out an independent line of his own and summarily ignored the time-honored traditions of the English bar, whilst availing himself of its valuable and exclusive privileges to the utmost. And, moreover, with that blunt, outspoken frankness, which is one of this clever pleader's most potent weapons when addressing a jury, Mr. FRANCIS has frequently admitted his lack of practical knowledge concerning commercial matters and his shortcomings when ranging within the wide domain of figures, which makes his position of manager of this local launch business all the more inexplicable. And it seems to us that no better evidence could be found of his unfitness for the task he has, with doubtless the best intentions, imposed upon himself, than the lengthy statement he felt called upon to make to the shareholders on the occasion

referred to above. Let us briefly glance through it.

The meeting was the ordinary one, held in accordance with the requirements of the local Ordinance, and it was not in any way incumbent on the Chairman to give the slightest explanation regarding the Company's business. Mr. FRANCIS, for reasons best known to himself, elected to give some totally uncalled-for particulars as to what had been done in the past and what was proposed to be done in the future, and by so doing made himself a target for public criticism. According to Mr. FRANCIS, the Directors—Heaven help them!—considered it advisable at the meeting in question to direct attention to two facts. The first of these facts was that, although on the formation of the Company it was intended before commencing business to wait until the new steamers were built, the Directors thought it would be advisable "to occupy the field as quickly as possible, and at the same time feel their way to business during the six months or so, while the new steamers were being got ready." And at an outlay of \$13,000—and the rest—they had invested in three fairly good steamers. Bosh! The "three fairly good steamers" are at the best second rate steam launches, one of which had been rejected as unsuitable and returned to the builder by the local firm for whom it was originally built. Perhaps these three boats were cheap at \$13,000, but all the same it would be interesting—far more interesting than Mr. FRANCIS' crude speculations—to know how much was expended on their "fitting up." We are told that two of these launches have been put on the line as ferry boats to Kowloon and Hungnam respectively, and that the third, the *Bonnie*, is being profitably used as a despatch boat. As we don't know what a "despatch boat" may happen to be in the colony of Hongkong, we are unable to guess how the *Bonnie* makes profitable returns to the shareholders, but no doubt Mr. FRANCIS will be able to support his assertion by the unerring evidence of statistics at the first regular meeting of shareholders! If it is true, which we most respectfully beg to doubt, that the Company's launches have shown a clear profit since they commenced to run, we should like to know the amount of that profit and how it was earned. If the Directors were not in a position to give these particulars, Mr. FRANCIS would have exercised a wise discretion in limiting his remarks to the requirements of the Companies' Ordinance. The Directors do not intend to compete against Chinese launches. Then, in the name of Heaven, what do they intend to do? Mr. FRANCIS says they propose to run boats where there is European traffic, and where clean, well-fitted boats are required. Well, we should like to know where such craft are specially required, and why the dozen of Chinese launches, which are in every way equal if not superior to the Launch Company's "three fairly good steamers," should not have their share of this presumed good thing, especially as they can be chartered at a very much lower rate! Perhaps, the learned Chairman of the Steam Launch Company thinks that the patriotic Britisher will pay \$20 for a "fairly good steamer" "bussed" by Mr. Jno. J. FRANCIS, Q.C. and his little army of obsequious satellites, in preference to chartering a very much better launch from Chinese at about \$7? If so, he will very soon find out his mistake; the only marvel is that such an idiotic proposition could have been advanced at a public meeting by men who pretend to know anything about the rudiments of business.

Mr. FRANCIS says that the working of the Company's launches for four months, up to the end of December, showed a small profit, after paying the cost of management. We love Mr. FRANCIS about as much as David loved Jonathan, and therefore it almost breaks our tender heart to have to doubt the accuracy of our learned friend's assertion. But we do doubt it and that very gravely, and venture to think that if the Chairman felt it his duty to deal with the subject at all, he ought to have quoted statistics in proof of his official statement. The Directors of the Steam Launch Company, we repeat, do not intend to compete on strictly Chinese lines with Chinese boats. Their intention is to run launches where there is European traffic, and where clean, well-fitted boats are required. But as there is no European traffic at present on the southern coast of China, and as when that traffic comes—which come it must—the Directors of the Steam Launch Company will be left floundering on the mud of their own combined ignorance and egotism, we fail to recognise a hopeful outlook. To run ferry launches against a well-organised Chinese opposition is simply a hopeless game, and it is all the more hopeless when the Chinese launches at present running can discount the Steam

Launch Co.'s "three fairly good steamers" on all material points.

But Mr. Jno. J. FRANCIS, Q.C. reached the highest summit of blatant balderdash when he held out hopes of the Hongkong Government paying a subsidy to the Steam Launch Co. for the use of their launches as patrol or guard boats in the event of war. This could only have been an extra indulgence in oratorical licence. Mr. FRANCIS knows as well as any man in the colony that the Hongkong Government will neither subsidize nor grant any sort of a monopoly either to his or to any other trading company. If the Steam Launch Company happen to have vessels suited to Government requirements in such undertakings as the construction of the Gap Rock lighthouse or the Praya Reclamation scheme, they may secure profitable charters; but beyond that the prospect is quite hopeless. Are we to assume that this warlike nonsense is attributable to the fact that three of the four Directors of the Steam Launch Co. are, or have been, officers of the Hongkong Volunteer Artillery and have, moreover, important territorial interests in the peninsula of Kowloon. It looks remarkably like it. Gentlemen, your policy is altogether too transparent to find favor with the thinking public.

We have said that Mr. FRANCIS has a special facility for saying a great deal that means nothing. We might also have added that he is in the habit of saying a great deal that would very much better have been left unsaid. Does our energetic Q.C. imagine that he was strengthening the position of the Steam Launch Co., when he volunteered the information that the second call on 242 shares out of a total of 2000 shares still remained unpaid, although the scrip was nominally quoted at something like 20 per cent. premium? And why, when so persistently on the stump, did not the Chairman explain why the Company's shares had jumped, without any cause apparent to the general body of shareholders, from 20 per cent. discount to 35 per cent. premium? What member of the Board, it would be interesting to know, disclosed to his friends and made practical use of this valuable information? We have a list of the shares sold, and at the proper time—the first ordinary meeting of the Company—shall have the same produced and a few leading questions asked.

There has been too much in this colony of the very safe game of playing with other people's money. What, after all, is this Steam Launch Company? For what object was it formed, and by whom? Shareholders ought to satisfy themselves on these points if they have any desire to safeguard their own interests. How is it conducted, and what, from a thoroughly business point of view, are its prospects? The fanciful sketch drawn in such eloquent terms by Mr. FRANCIS, Q.C. We smile. And so would the learned barrister if he knew the game he has backed up by all the power of his natural eloquence and could only see the illogical deductions of his crude arguments. Has any confiding shareholder perused the powers invested in these self-appointed Directors by sub-section 7 of chapter 12 of the Company's Articles of Association? Are the legitimate investors in this Steam Launch Company aware that three out of the four self-constituted Directors had actually agreed to take over and add to the shareholders' liabilities an engineering establishment well known in the colony—and for what? And that the fourth Director alone stood in the way of this pretty little job? Of course not! The shareholders went into the business like driven sheep, and they are being treated very much like that greatly abused animal. But what we say is nevertheless true, and it only shows on what an uncertain foundation this Company, although directed by legal minds, is based. As to the future of the Steam Launch Co. there can be very little doubt. The sanguine anticipations of Mr. FRANCIS and his satellites are pure rubbish; the Company will lose half its capital and then it will find it convenient to close operations and liquidate—unless the shareholders should take it into their heads to disperse with the services of the present Directorate and Management and run the business on purely Chinese lines, that is providing a good article at the lowest possible price.

TELEGRAMS.

(Reuter.)

PARLIAMENTARY.

LONDON, January 20th.

A Separatist has defeated a Unionist at Govan. [This is a seat gained for the Gladstone Party, Sir William Pearce, the late member, having been a Tory.—Ed.]

THE LONDON COUNTY COUNCIL ELECTIONS.

Lady Sandhurst has been elected for Brixton and Miss Cobden for Bow.

LOCAL AND GENERAL.

The largest quill toothpick mill in the world is near Paris.

There will be a game of Polo at Causeway Bay to-morrow, at 4 p.m.

French papers report that General Boulanger voted against the Tonquin credit.

General Chanu, in command of the first Brigade of the army of occupation of Tonquin, arrived at Haiphong a fortnight ago.

"Was it the girl's father who broke off the engagement?" inquired Jenkins. "No," replied the jilted lover, "it was her little brother."

The lady at Wong Ne Kok who had a difference with a neighbor and set fire to her house as a final argument, was committed for trial this morning.

A CONTENTIOUS suit is likely that the breach of promise suit of Phyllis Broughton, the actress, against Lord Dangan will be compromised by a trifle of £15,000.

A REGULAR meeting of Victoria Lodge, No. 1026, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

MESSRS. Carlowitz & Co. inform us that the steamship *Bisagno*, of the Navigazione Generale Italiana, left Singapore for this port to-day, and may be expected on or about the 29th inst.

D. EUGENIO NETTER, a Manila priest, has been elected to fill the post of Vicar Apostolic of Manila, pending the appointment of another Archbishop, to succeed the late D. Fr. Pedro Payo.

THE four men who were caught by Inspector Mackie in First Street early in December, with 23 counterfeit dollars in their possession, were yesterday sentenced to two years imprisonment each.

MANILA papers report the arrival of Mr. Kio-katsu Oshidaru, the representative of an influential firm in Yokohama, who is endeavouring to establish commercial connections with the Spanish firms in the Philippines.

FROM statistics recently collected in Brazil, it would appear that by virtue of the law of the 15th May last which decreed the abolition of slavery throughout the Empire the number of liberated slaves was 723,419, aggregating a value of milreis 485,225,211.534, or about 500 million dollars.

OUR Hanoi contemporary reports that a body of pirates one thousand strong lately took up a position near Bac-ninh, and were waiting for reinforcements in order to attack the city of Hai-duong. The French authorities on learning their intentions took energetic measures to cause them to disperse, but fears are entertained of fresh troubles arising in the neighbourhood of Bac-ninh.

AMONG the latest orders issued by Emperor William is one prohibiting officers in Berlin and other great garrison towns, under penalty of five days' arrest, from using civilian dress when off duty. The custom has been growing among officers to throw aside their military garb upon every possible occasion. This does not meet Emperor William's aim, his object being to glorify military functions.

THE following is an extract from an advertisement appearing lately on the front page of a London daily paper:—

"Company Director Supply Company (Limited).—This company has acquired the life interest in a large number of noblemen and gentlemen, and is prepared to supply single directors or full boards on reasonable terms. Apply, &c."

We have something very like a "Director Supply Company, Limited" in Hongkong, and the supply (vide the Hongkong Directory) is exceedingly limited.

JUSTICE in Hongkong has several iron hands, of varying weight. You may black an informer's eye for nothing, which is quite right; you may dump a junk load of dirt into the Harbour for a dollar or two, which is cheap, and you can get drunk and treat a native policeman like the individual who "struck O'Hara" was used for a ridiculous trifle, but if you pretend to be lame and beg from Europeans in Queen's Road East, you can't do it under \$8. So Mr. Pollock thought, to-day, with respect to a previously-deported pigan.

A BAKER'S DUZEN UV WIZE SAWZ.

Them ez wants, must choose.
Them ez hes, must lose.
Them ez knows, won't blab.
Them ez guesses, will gab.
Them ez borrows, sorrows.
Them ez lends, spends.
Them ez keeps dark is deep.
Them ez kin earn, kin keep.
Them ez aims, hits.
Them ez hes, gits.
Them ez waits, wins.
Them ez will, kin.

A WRITER in the *Hong Kong Journal* says:—Travel in Corsica and enter whatever house you will—a shepherd's hut, a peasant's cottage, the doctor's apartment, or Monsieur le Maire's fine stone building—you will find the woman-kind keeping in the background, just visible in a faint chiar-oscuro. At meal times wives and daughters will not sit down with the guests. Mothers and daughters are either entirely absent or hovering about as your attendants. This is an uncomfortable feature of the entertainment, but woe to the luckless wight who shows restiveness under these circumstances and awkwardly hazards an inquiry as to the ladies' destiny. His inquiries will be entirely ignored, or he will be frowned upon into rather uncomfortable silence.

THERE will be a regular meeting of the Eothen Mark Lodge of Hongkong, No. 264, in Freemasons' Hall, Zetland Street, on Monday, the 28th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

THUS the *Sydney Bulletin*, on Mr. Quong Tart.—It is thought by some of the Chinese residents of Sydney that Quong Tart will meet with some thorns in the Flowery Land. His countrymen do not all consider that his influence in Australia has been used to the best purpose. Quong Tart will be asked to explain what he meant by saying some time ago that there were Chinamen, enough in Australia, and will be interrogated as to his diffuse liberality towards Europeans and his sober economics when Asiatics were the objects. There are Chinamen in Sydney who say he ought to be *ling-ch'd*.

SAYS the *New York Maritime Register*:—It is estimated that over one hundred and sixty million dollars are paid annually for the ocean carriage of our exports and imports, of which amount American ship-owners receive about twenty millions and foreign ship-owners one hundred and forty millions. If these figures were reversed the country would not only gain the additional amount of freight money, but there would be also the immediate and great benefit of profitable employment for a large number of workmen needed in the many industries connected with shipping and which would be engaged in the earning of this great revenue.

THIS other day, a gentleman was looking into a jeweller's shop-window in Bond Street, London, when one of the light-fingered members of Society relieved him of his watch. A moment later, in utter ignorance of the loss he had sustained, the gentleman noticed a friend on the opposite side of the road, with handkerchief hanging out of his pocket. For a joke he quietly walked up behind him, and took possession of the handkerchief. He was separated for a moment by the press of people from his friend, when a man slipped a watch into his hand, whispering as he did so, "I beg your pardon, I'd follow; I had no idea you were one of us, or, of course, I would not have taken it." It was the thief thus restoring the watch he had stolen.

A SIMPLE and efficient device has been in use for several years in France which relieves a horse from the severe strain that accompanies the starting of a heavy load. In cities especially such contrivances are needed, and most of all by the usually overdriven street-car horse. The device consists in a spiral spring of power in proportion to the average load carried, and which is attached to the end of the trace. The horses at the Eastern Railway Depot in Paris, where the springs have been used for six years in shifting cars, show an improvement since that time in general soundness of condition, while the number of sore and strained necks have greatly diminished. There has also been a large saving in the way of broken harness. The same idea has been applied to ploughing harness.

THE *Foohow Echo* of the 19th inst. says:—We understand that the Viceroy is taking vigorous steps to oust the foreign residents from Kullang. A despatch has been addressed to all the Consuls in which some very specious arguments were advanced against converting Kullang into a health resort. Of course the surrender of one of the residences was made capital of by the Viceroy, who regarded it as tantamount to an admission on the part of the owner that he had no right to build upon the site. We hear that the Consular body will meet in a few days to consider and discuss the matter. It is devoutly to be hoped that the question will be thoroughly thrashed out at the meeting and that a manly stand will be taken by the Consuls on behalf of our Treaty rights. It may be taken for granted that the energetic Russian Consul, for one, will fight the case to the bitter end.

THE views entertained by this journal on sundry public affairs of the neighbouring colony of Macao have, as a rule, brought on us the undivided obloquy of the Holy City. It would appear that the newspapers published in the Lusitanian emporium are as intolerant of public criticism as the clergy who rule or pervert the destinies of that degraded city, are intolerant of all contradiction. Far different has been the treatment meted out to us by the Lisbon press. The *Seculo*, the *Jornal das Colonias*, the *Commercio* and other organs of public opinion in the Portuguese capital have reproduced most of our strictures on Macao, and called the attention of the Portuguese Government to the urgent requirements of that colony. Our neighbours would, do well to estimate the true value of freedom of opinion and the rules of journalistic etiquette from newspapers of their own nationality; before they rush into Anglophobia and ill-advised censure.

THE *Sentinel*, the organ of the Social Purity movement, says:—It has been discovered that a market exists in Constantinople in which European girls, imported for the purpose from Germany, Austria, Italy, and Russia, are publicly sold as slaves. The matter is said to have been duly authenticated, and is now occupying the attention of the Embassies. The statement is that every week large shipments of German and Italian girls arrive via Varna, Odessa, Salonica, and from the Adriatic ports. The girls are landed in small boats at the Turkish quarantine station at Kawk, whence they are brought overland through Bujukdere into Constantinople. None are aware of the fate in store for them, having been lured to undertake the trip to the Turkish capital by means of promises of magnificent remuneration as governesses, pianists, and other forms of respectable and honourable employment. On arriving they are taken to a place which goes by the name of the "Casino," and which is nothing more nor less than an exchange or mart where human cattle are dealt in as breadstuffs on the Produce Exchange in New York.

THE P. M. S. S. Co.'s steamer *City of New York*, with mails, &c., from San Francisco to the 29th ult., has arrived at Yokohama, and will leave for this port to-morrow.

THE schooner *Governor Ames*, of Somerset, Mass., the largest and only five-masted centrobard schooner ever built, which has been in process of construction for the past four months at Walboro, Me., was launched December 1st. Her dimensions are: Length of keel, 232 feet; depth of hold, 21 feet; gross tonnage, 1778; net tonnage, 1689. She has one of the largest windlasses ever built and an engine of 35-horse power. The schooner is designed to run between Baltimore and Providence in the coal trade. Her cost will be about \$80,000.

WE fear, if the following story be true, the Parisian misses in their teens are a very, very rapid race of damsels just now. Such as it is, however, young Mdlle. Lucile's governess vouches for its authenticity; and, in fact, was the discreet monitor whose duty it was to instruct young Lucile in Scripture history. The apocryphal tale of Susanna's virtuous rebuff to the elders had just been imparted; and Lucile looked very thoughtful. "Yes," she remarked presently, "it was very right of Susanna to refuse to have anything to say to two stupid old fogies—I would have done the same in her place!"

LAST night a mestizo seaman named Clemente Marcel, belonging to the American barge *Escort*, got mad drunk, and ran down Lascar Row with the intention of sending up the rates of interment. Like the Malays, when they cry "Amok," he selected an unoffensive old fellow as his first victim. A Chinaman was chopping wood, and Marcel's knife laid his left hand open to the bone. A Chinese constable heard the wood-chopper's cries, and seized Marcel, who succeeded in tearing himself free, but did not wound the lukung. P.C.s 11 and 282, and a Chinese watchman gave chase, and a desperate struggle ensued. P.C. 11 had his hand badly cut in trying to wrest the knife from him, and the other constable's trousers were slashed up, but only a scratch was inflicted. The watchman would have had a deep wound in the side if he had not had a thick wadded coat on. Ultimately they secured the man, and he was put into a cell. This morning he was brought before Mr. Pollock, and after denying the charge was remanded. He had the nerve to ask for bail, and was promptly refused.—The first lukung and wood-cutter are in Hospital.

By his recent answer to the Berlin civil officers, in which he complained bitterly of the license allowed to the Liberal press in discussing the late Emperor's policy as compared with his own, the Emperor has drawn a hornet's nest about his ears. The Liberal journals are justly indignant at this covert attack on their privileges and retort that the Court newspapers are allowed full license in their virulent attacks upon their opponents. The *Berlin Courier* writes: "It was not we who asserted that, supposing the Emperor Frederick's alleged diary to be a forgery, its publication was to be regarded as an insult to the memory of the dead. It was not we who said this, but Prince Bismarck. It was again not we, but Prince Bismarck, who gave out that Kaiser Friedrich, when Crown Prince, had to be kept aloof from esoteric affairs of policy, as it was feared that he might commit the indiscretion (of betraying state secrets) 'to an English court full of French sympathies.' It was not we, but Professor Treitschke, who called the reign of the Emperor Frederick a sad episode. It was not we who described the Emperor Frederick as the greatest obstacle to the unification of Germany, but the *Conservative Post*. It was not we who characterized the Emperor Frederick as a political Parasite, but the *Cologne Gazette*. It was not we who spoke of a Battenberg marriage, of 'petticoat (Frauenzimmer) policy,' and Anglomania, but the extreme Conservative and Cartel press. We should never have dared to say and do such things, not from fear of punishment, which would assuredly have overtaken us in particular, but out of respect for the wearer of the crown, who remains sacred and unassailable for us even during mortal illness and after death as well. Our opposition has to do with the Government, not the sovereign."

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before the Chief Justice.)

TALBOT v. THE CHINA AND MANILA STEAM-SHIP CO.

This was a claim brought by Capt. Talbot, now of the *Nansing*, and late of the *Zaffro*, for \$1,500, due to him as his share of the salvage of the steamship *Glennville* in 1884.—Mr. Robinson instructed by Mr. Stokes, appeared for the plaintiff, and Mr. Francis, instructed by Mr. Wilson, represented the defendant Company.

Mr. Robinson briefly outlined the nature of the claim, as supported by the evidence given below. He was proceeding to review the legal aspects of the case when it occurred to him to ask Mr. Francis if he admitted the salvage. Mr. Francis said that he did, the agreement being to "stand by," tow to Hongkong, and render every assistance." Mr. Robinson then called the plaintiff.

Robert Mallard Talbot, who said:—"I am master of the *Nansing*. In May 1884, I was master of the *Zaffro* on a voyage from Amoy to Manila. On the morning of the 31st, I was called by the chief officer, who reported a steamer flying the signal for urgent assistance. The *Zaffro* was steered alongside, and the captain and chief engineer came on board. They reported her to be the *Glennville*, from Newcastle, New South Wales, to Hongkong, laden with coal. They said the shaft had broken, and they had been lying there 18 or 20 days, and wanted me to tow them to Hongkong. I pointed out that I was going to Manila, but the captain said that he was utterly helpless, having no materials for repairing on board, and his stock of food low. After some discussion I agreed to tow her for £1,600. The north-east monsoon was blowing, and there was a good deal of sea running, so that we had considerable difficulty in coming alongside, the cables breaking repeatedly. We had great

difficulty in towing her, and it took between fifty and sixty hours to bring her in. It was difficult and dangerous work, as the steamer might collide. The *Glenavis* was over 2,000 tons, and heavily-laden, and my vessel was light, and unadapted for towing, so our rate was only about four knots an hour. I got her safely here, uninjured. I afterwards tried to get my share of the salvage, and repeatedly spoke to Mr. Tomes, telling him I and the crew had a right to some portion of it.

By the Court—I never said I had a right to any money. For some time after the payment we thought we should be paid, but after two or three months there was a good deal of dissatisfaction among the officers, and more particularly the engineers. The chief engineer asked me when it was going to be paid, and when I replied that I didn't know he gave me to understand that another time the steamer would be "unable" to tow a disabled vessel. I spoke about it generally to Mr. Tomes, and he never said it would not be paid. On another occasion, in 1885, \$300 or \$300 belonging to the ship was stolen, and I said to Mr. Tomes "Look here, Tomes, if you'll pay that salvage money I'll let this drop," meaning that I would refund the money if he would pay me my share of the salvage. I left the Company's service in September last, after having been in it about a dozen years. I was then getting \$200 a month. I had something else in view, being practically independent. Nothing of the award has been paid to me or anyone else on the *Zafiro*.

By Mr. Francis—I think I have been badly used by the Company, and feel that I have several claims on the Company, for things I brought out. I am now running in opposition to them. I was largely interested as original promoter in the steamers which the Company now has, and held shares in them. I am certain I am independent. When I stated in my affidavit that I believed if I made a claim for salvage I should lose my position, I meant that as a servant I could not sue them without having to leave. Russell and Co. are the general managers and large shareholders. I do not think I should have been actually turned out, but it would have created a good deal of ill-feeling. I undoubtedly put forward my claim repeatedly. I looked upon this all along as a salvage service, although I called it towage in the agreement. I never heard that any action was commenced against the *Glenavis* for towage—I thought they paid promptly. When I left the *Zafiro* the majority of the original crew were still there. One of the engineers and one of the mates was still there. I put in a formal claim, but I never claimed a definite sum, in writing. I do not remember mentioning \$400. I may have stated what I expected. I have expressed my willingness to accept \$1,500 in settlement. There was a moderate monsoon when we spoke the *Glenavis*, and a heavy swell. She carried sail part of the time. I lost the log-book when the *Zafiro* was stranded in 1885. I do not recollect the signal—I think it was "Urgent assistance." It was not "With communicate." Our crew was three mates, three engineers, three quartermasters, and 46 Chinese sailors, superintending everything. None of them have put in a claim, for similar reasons to mine.

By the Court—I have always been friendly with the Company, and I did not write to them to ask for the money because I never thought of it.

His Lordship pointed out that the case was very stale, and that it seemed something like an afterthought—as though, having joined an opposition Company, he was raking up an old grievance.

By Mr. Robinson—The *Glenavis* carried sail, but it only eased us, without assisting her.

Mr. Francis, for the defence, simply quoted a number of technical cases of salvage, in which the master got from 10 to 15 per cent. of the award.

Charles A. Tomes, partner in Russell & Co., general managers of the China and Manila Steamship Co., said—I was in charge of the shipping department in 1884. The firm received \$8000 from the *Glenavis* for services rendered in that year, the services being understood to be for, and paid as, towage. The first I heard of it being a salvage claim was when Captain Talbot made a claim on behalf of one of the engineers, who was leaving, some months after. He said he had been asked by the engineers to claim their share. I thought they were not entitled to it. I do not remember that he reported the affair at first as salvage. He never made any claim on his own account until he had left. He never spoke to me on the matter before. I have learnt recently that it was a salvage service. He told me at the time he left that he was going to claim for that and other services.

By Mr. Robinson—I heard from him that there was a deal of dissatisfaction about the matter, but we did not pay. Captain Talbot did not suggest that we should not pay.

Alex. Cobham, the mate of the *Zafiro*, said he sighted the *Glenavis* first. She was signalling "Something important to communicate." The wind was a moderate south-wester, with lumpy sea. They had made a fire in the hawser, but he did not recollect any breaking. There was no actual danger.

By Mr. Robinson—The signal was not "Urgent." There might have been serious danger if the *Zafiro* had been unskillfully handled. I do not recollect more than one hawser breaking, but they might have broken when I was off duty.

Mr. Francis, in defence, urged that the case was simply a case of towage, and that in difficult cases of salvage much less sums than that claimed were usually awarded. He admitted that there was some amount due to the plaintiff, and left it to his Lordship.

Mr. Robinson, in reply, submitted that the plaintiff took a certain risk in deviating from his course, having a perishable cargo, and that the fact that the hawser broke several times was evidence of the difficulty in towing the *Glenavis*. He also pointed out the necessity for adequately rewarding captains and crews for their risk and labour to encourage them to assist distressed vessels. The defendants had never attempted to settle the case out of Court, and it had been actually necessary for the plaintiff to commence an action to obtain his rights.

judgment was reserved.

(Before Mr. Justice Leach.)

A STRANGE DECISION.

P. C. 289, Wong Tung, brought an action against Chang Sau Lam and another, two-fa lottery keepers in Queen's Road West, for falsely charging him with attempting to extort bribes, whereby he suffered annoyance and disgrace and loss of credit. Mr. Caldwell appeared for the plaintiff, and Mr. W. B. Webb for the defendants. The defendants went to Captain Dyane early in December and laid an information against the plaintiff to the effect that he had demanded a bribe of \$1 a week not to arrest them. Consequently upon that plaintiff was suspended and kept in jail for two days, when, after Mr. Wodehouse had heard the case, he dismissed it. Captain Dyane and Mr. Wodehouse gave evidence in support of this, the last-named gentleman stating that he dismissed the case because he was of opinion that the defendants were telling lies. For the defence it was asserted that the charge was true, and his Lordship, considering that the charge of extortion had not been disproved, non-suited the plaintiff.

THEISM V. REVELATION.

A CONTRAST AND A STUDY.

IV.

THE INSPIRATION OF THE BIBLE INTRINSICALLY CONSIDERED.

(Continued.)

5. Historical Contradictions of the Bible.

While the earth remaineth, seed time and harvest . . . shall not cease. (Gen. viii. 22).

And the seven years of dearth began to come. . . . And the famine was over all the face of the earth. (Gen. vii. 14, 15).

For these two years hath the famine been in the land; and yet there are five years in which there shall neither be eating nor harvest. (Gen. xiv. 6).

Behold, the hand of the Lord is upon thy cattle which is in the field, upon the horses, upon the camels, upon the oxen, and upon the sheep. . . . And all the cattle of Egypt died. (Ex. ix. 3, 6).

But the Egyptians pursued after them (all the horses and chariots of Pharaoh, and his horsemen, and his army) and overtook them encamping by the sea. (Ex. xiv. 9).

The next day John seeth Jesus coming unto him, and saith, Behold the Lamb of God, which taketh away the sin of the world. . . . And I saw and bare record that this is the Son of God. (John i. 29, 34).

Now, when John had heard in the prison the works of Christ, he sent two of his disciples, and said unto him, art thou he that should come, or do we look for another? (Matt. x. 2, 3).

This (John the Baptist) is Elias which was for to come. (Matt. xii. 14).

And they asked him, What then? Art thou Elias? And he saith, I am not. (John i. 21).

And Jacob begat Joseph, the husband of Mary, of whom was born Jesus. (Matt. i. 16).

Being . . . the son of Joseph which was the son of Heli. (Luke, iii. 23).

And Arphaxad lived five and thirty years and begat Salah. (Gen. xi. 12).

Which was the son of Sala, which was the son of Cainan, which was the son of Arphaxad. (Luke, iii. 35, 36).

He took the young child and his mother by night and departed into Egypt, and was there until the death of Herod. . . . But when Herod was dead, . . . he arose and took the young child and his mother and came . . . and dwelt in a city called Nazareth. (Matt. ii. 14, 15, 19, 21, 23).

And when the days of her purification, according to the law of Moses, were accomplished, they brought him to Jerusalem, to present him to the Lord. . . . And when they had performed all things, according to the law of the Lord, they returned . . . to their own city, Nazareth. (Luke, ii. 22, 39).

And immediately [after his baptism] the spirit driveth him into the wilderness. And he was there in the wilderness forty days, tempted of Satan. (Mark, i. 12, 13).

And the third day [after his baptism] there was a marriage in Cana of Galilee. . . . And both Jesus was called and his disciples to the marriage. (John, ii. 1, 2).

And commanded them that they should take nothing for their journey save a staff only; no scrip, no bread, no money in their purse; but he shod with sandals. (Mark, vi. 8, 9).

Provide neither gold, nor silver, nor brass in your purses; nor scrip for your journey, neither two coats, neither shoes, nor yet slaves. (Matt. x. 9, 10).

And it was the third hour, and they crucified him. (Mark, xv. 25).

And it was the preparation of the passover, and about the sixth hour; and he saith unto the Jews, Behold your King. . . . Shall I crucify your King? (John, xix. 14, 15).

The thieves also, which were crucified with him, cast the same in his teeth. (Matt. xxvii. 44).

And they that were crucified with him, reviled him. (Mark, xv. 32).

And one of the malefactors which were hanged railed on him. . . . The other answering, rebuked him, saying, Dost thou not fear God, seeing that art in the same condemnation? (Luke, xxiii. 39, 40).

Then Judas . . . brought again the thirty pieces of silver to the chief priests and elders. (Matt. xxvii. 3).

Now this man purchased a field with the reward of iniquity. (Acts, i. 18).

And he cast down the pieces of silver in the temple, and departed, and went and hanged himself. (Matt. xxvii. 5).

And falling headlong he burst asunder in the midst, and all his bowels gushed out. (Acts, i. 18).

The first day of the week cometh Mary Magdalene, early, when it was yet dark, unto the sepulchre. (John, xx. 1).

In the end of the Sabbath, as it began to dawn toward the first day of the week, came Mary Magdalene, and the other Mary, to see the sepulchre. (Matt. xxviii. 1).

And when the Sabbath was past, Mary Magdalene, and Mary the mother of James, and Salome, had bought sweet spices, that they might come and anoint him. (Mark, xvi. 1).

It was Mary Magdalene, and Joanna, and Mary the mother of James, and other women that were with them. (Luke, xxiv. 10).

And as she wept she stooped down and looked into the sepulchre, and seeth two angels in white. (John, xx. 11, 12).

And entering into the sepulchre, they saw a young man sitting on the right side clothed in a long white garment. (Mark, xvi. 5).

And they [the women] departed quickly from the sepulchre, with fear and great joy, and did run to bring his disciples word. (Matt. xxviii. 8).

And returned from the sepulchre, and told all these things unto the eleven. (Luke, xxiv. 9).

And they went out quickly and fled from the sepulchre; for they trembled and were amazed; neither said they anything to any man. (Mark, xvi. 8).

Now, when Jesus was risen early, the first day of the week, he appeared first to Mary Magdalene. (Mark, xvi. 9).

And when she had thus said she turned herself back and saw Jesus standing, and knew not that it was Jesus. (John, xx. 14).

And as they [Mary Magdalene and the other Mary] went to tell his disciples, behold Jesus met them, saying, All hail. (Matt. xxviii. 9).

And when he had spoken these things, while they beheld, he was taken up, and a cloud received him out of their sight. Then returned he unto Jerusalem, from the mount called Olivet. (Acts, i. 9, 10).

And he led them out as far as to Bethany; and he lifted up his hands, and blessed them. And it came to pass while he blessed them, he was parted from them, and carried up into heaven. (Luke, xxiv. 50, 51).

Afterward he appeared unto the eleven as they sat at meat, and upbraided them with their unbelief. So then, after the Lord had spoken unto them, he was received up into heaven. (Mark, xvi. 14, 19).

And Abraham took Sarah his wife, and Lot, his brother's son, . . . and they went forth to go into the land of Canaan, and into the land of Canaan they came. (Gen. xii. 1, 2).

By faith Abraham, when he was called to go into a place which he should after receive for an inheritance, obeyed; and he went out not knowing whither he went. (Heb. xi. 8).

Then again Abraham took a wife, and her name was Keturah. (Gen. xxv. 1).

The sons of Keturah, Abraham's concubine. (1. Chron. i. 23).

Therefore, Michal, the daughter of Saul, had no child unto the day of her death. (2 Sam. vi. 23).

The five sons of Michal, the daughter of Saul. (2 Sam. xxi. 8).

And the anger of the Lord was kindled against Israel, and he moved David against them to say, Go number Israel and Judah. (2 Sam. xxi. 1).

And Satan stood up against Israel, and provoked David to number Israel. (1 Chron. xxi. 1).

And David slew the men of the seven hundred chariots of the Syrians, and forty thousand horsemen. (2 Sam. x. 18).

And David slew of the Syrians seven thousand men which fought in chariots, and forty thousand footmen. (1 Chron. xix. 18).

4. Speculative contradictions.

I and my Father are one. (John, x. 30).

Who being in the form of God, thought it not robbery to be equal with God. (Phil. ii. 6).

My Father is greater than I. (John xiv. 28).

Of that day and hour knoweth no man, not the angels of heaven, but my Father only. (Matt. xxiv. 36).

The Father judgeth no man, but hath committed all judgment to the Son. . . . As I hear I judge. (John, v. 22, 30).

I judge no man. (John viii. 15).

If any man hear my words and believe not, I judge him not; for I came not to judge the world, but to save the world. (John xii. 47).

The law and the prophets were until John; since that time the Kingdom of God is preached. (Luke, xvi. 16).

Having abolished in the flesh the enmity, even the law of commandments contained in ordinance. (Eph. ii. 15).

But now we are delivered from the law. (Rom. vii. 6).

I am come not to destroy but to fulfil. For verily I say unto you, till heaven and earth pass, one jot or one tittle shall in no wise pass from the law till all be fulfilled. Whosoever therefore shall break one of these least commandments and shall teach men so, he shall be called the least in the kingdom of heaven. (Matt. v. 17, 18, 19).

And suddenly there was with the angel a multitude of the heavenly host praising God and saying, Glory to God in the highest, and on earth peace, good will toward men. (Luke, ii. 13, 14).

And thou, child, shalt be called the Prophet of the Highest. . . . To guide our feet into the way of peace. (Luke, i. 76, 79).

And his name shall be called. . . . The Prince of Peace. (Is. ix. 6).

Think not that I am come to send peace on earth; I came not to send peace, but a sword. (Matt. x. 34).

I am come to send fire on the earth. (Luke, xii. 49).

Ye sent unto John and he bare witness unto the truth. But I receive not testimony from man. (John, v. 33, 34).

And ye also shall bare witness, because ye have been with me from the beginning. (John, xv. 27).

I am one that bear witness of myself. . . . My record is true. (John, viii. 14, 15).

If I bear witness of myself, my witness is not true. (John, v. 31).

I, the Lord thy God, am a jealous God, visiting the iniquities of the fathers upon the children. (Ex. xx. 5).

Because by this deed thou hast given great occasion to the enemies of the Lord to blaspheme, the child also that is born unto thee shall surely die. (2 Sam. xii. 14).

The son shall not bear the iniquity of the father. (Ezek. xviii. 20).

Neither shall the children be put to death for the fathers. (Deut. xxiv. 16).

By the deeds of the law there shall no flesh be justified. (Rom. iii. 20).

Knowing that a man is not justified by the works of the law, but by the faith of Jesus Christ. (Gal. ii. 16).

The just shall live by faith. And the law is not of faith. (Gal. iii. 11, 12).

For if Abraham were justified by works, he hath wherewith to glory. (Rom. ix. 2).

Was not Abraham our father justified by works? . . . Ye see then how that by works a man is justified, and not by faith only. (Jam. ii. 21, 24).

The trumpet shall sound and the dead shall be raised. (1 Cor. xv. 52).

And I saw the dead, small and great, stand before God; . . . and they were judged, every man according to his works. (Rev. xx. 12, 13).

The hour is coming in the which all that are in the graves shall hear his voice, and shall come forth. (John v. 28, 29).

For if the dead rise not, then is not Christ raised. (1 Cor. xv. 16).

As the cloud is consumed and vanisheth away, so he that goeth down to the grave shall come up no more. (Job, vii. 9).

And even unto the priest every one dealt him liely. (Jer. v. 31; vi. 13).

Now, when John had heard in the prison the works of Christ, he sent two of his disciples, and said unto him, art thou he that should come, or do we look for another? Jesus answered and said unto them. Go and show John again those things which ye do hear and see; the blind receive their sight, and the lame walk, the lepers are cleansed, and the deaf hear, the dead are raised. (Matt. xi. 2-5).

Rabbi, we know that thou art a teacher come from God; for no man can do these miracles at thou does, except God be with him. (John iii. 2).

And Israel saw that great work which the Lord did unto the Egyptians; and the people feared the Lord and believed the Lord and his servant Moses. (Ex. xiv. 31).

And Aaron cast down his rod before Pharaoh, and before his servants and it became a serpent. Then Pharaoh also called the wise men and the sorcerers. Now, the magicians of Egypt, they also did in like manner with their enchantments, for they cast down every man his rod, and they became serpents. (Ex. vii. 10-12).

If there arise among you a prophet, or a dreamer of dreams, and giveth thee a sign or a wonder, and the sign or the wonder come to pass whereof he spake unto thee, saying, Let us go after other gods which thou hast not known, and let us serve them, thou shalt not hearken unto the words of that prophet or that dreamer of dreams. (Deut. xiii. 1-3).

And Elijah went up by a whirlwind into heaven. (2 Kings ii. 11).

No man hath ascended up to heaven, but he that came down from heaven, even the Son of Man. (John iii. 13).

All scripture is given by inspiration of God. (2 Tim. iii. 16).

But I speak this by permission and not by commandment. . . . But to the rest speak I, not the Lord. (1 Cor. vii. 6; v. 12).

That which I speak, I speak it not after the Lord. (2 Cor. xi. 17).

(To be continued.)

To-day's Advertisements.

VICTORIA LODGE, No. 1026.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 22nd instant, at 8.30 for 9 O'CLOCK precisely. Hongkong, 22nd January, 1889. [102]

FOR SHANGHAI.

"YANGTZE." Captain C. Tönningsen, will be despatched for the above Port, on THURSDAY, the 24th inst., at 4 P.M. For Freight or Passage, apply to SIEMSEN & Co. H. G. 22nd January, 1889. [119]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connection with Company's Mail Steamers to ADEY, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA ALL MEDITERRANEAN ADRIATIC, LEVANTINE, AND SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

THE Company's Steamship "BISAGNO," will be despatched as above, on or about the 5th February. At Bombay the Steamers are discharging in Prince's Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 22nd January, 1889. [118]

NORTHERN ASSURANCE COMPANY.

LIFE DEPARTMENT.

IN future the EXTRA PREMIUM on LIFE POLICIES, for Residence in the Treaty Ports and Hongkong shall be REDUCED from 10 to 10 1/2 per cent. on the sum assured. TURNER & Co., Agents. Hongkong, 22nd January, 1889. [126]

EOTHEN MARK LODGE OF HONGKONG, No. 264.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on MONDAY, the 28th instant, at 8.30 for 9 P.M. precisely. Hongkong, 22nd January, 1889. [117]

Notices of Firms.

NOTICE.

MR. MARCUS AARON SOPHER has been admitted a PARTNER in our Firms in Hongkong and China from the 1st instant. S. J. DAVID & Co. Hongkong, 21st January, 1889. [115]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. D. A. TROTTER in our FIRM CEASED on 31st ultimo. Mr. F. W. BRUCE, and Mr. G. U. PRICE have this day been admitted PARTNERS in our Firm. TAIT & Co. Amoy, 1st January, 1889. [151]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. THEODOR JOHANNES ENGELBRECHT VON PUSTAU in our Firm in Hongkong and China ceased on the 31st December, 1888. PUSTAU & Co. Hongkong, 1st January, 1889. [148]

HONGKONG & SHANGHAI BANKING CORPORATION.

MR. G. E. NOBLE has been appointed CHIEF MANAGER of the Bank from the 1st January, 1889. By Order of the Court of Directors. T. JACKSON, Chief Manager. Hongkong, 31st December, 1888. [141]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns and Kowloon Wharf, and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 22nd instant, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 22nd instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents. Hongkong, 16th January, 1889. [92]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL AND SINGAPORE. THE Company's Steamship "MOYUNE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before NOON, on the 27th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 26th instant, at 2 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2

